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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	164	Press
		<u>Mia.</u>
332 - 333		
Dated	16 - 1 -	1864.

Not to be folded or roughly handled

112

*Proceedings of the Madras Government, Public Works Department,
16th January 1864.*

No. 332. Read the following letter from Captain F. J. MOBERLY, R. E., Superintending Engineer, 8th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Thovaruncooroochy, 5th January 1864, No. 1,600:—

SIR,

1. Referring to Government Order, No. 3,808 of the 23rd ultimo, I have the honor to observe that Mr. Levinge has in his letter No. 263, to the Secretary Revenue Board unfairly thrown on me the responsibility of selecting Tondy as the terminus of a salt road.

2. He asserts truly that I am new to the District, and I am therefore at a loss to understand how I have opposed the views of his and my predecessors who must have laid out the road to Tondy some years ago, and approved the Estimates framed by Captain Ryves in June, September and November 1861, for their improvement. There is also a maintenance grant for this road.

3. My only reason for selecting this road first was that it had been already begun by Mr. Levinge's and my predecessors, and that I considered it sound policy to complete one road before I began another. In this I am supported I believe by the opinion of Government; further I beg to observe that I have but forwarded the opinion of my predecessor in office, who considered the construction of the direct road via Ramnad as impossible except at an enormous cost.

4. In paragraph 9 of his letter Mr. Levinge acknowledges that Tondy is the second of his ports. I conclude therefore that I am not far wrong in supposing that there were good grounds for the original selection of Tondy in preference to Vuttanam a few miles distant.

5. I am not aware, that I ever proposed to give up the line by Nattam to Dindigul. I said that if it were worth making as a salt line, it would be better economy to take it from Tripattoor to the Tondy road at Terruvampett so as to avoid the heavy cost of 2 roads near one another across the black cotton and soil near the coast.

6. I should not for one moment have hesitated on the subject had the road been already made, as the Revenue Board in the 3rd paragraph of their endorsement appear to believe, when they urge the repair and maintenance of the road.

7. The road is not in existence, and will cost on an average Rupees 2,000 per mile to construct. The Government are I believe not aware of this; and I beg their re-consideration of the subject with this further information that probably Rupees 1,80,000 will be needed before there is any thing that I can be fairly called on to repair and maintain, and that this expenditure will only be made about the time that the great Southern of India Railway will be open.

8. This argument does not apply to the road from Ramnad to Madura, which is a main line independent of the salt traffic; but Rupees 2,00,000 will be required for its construction, and if the Government agree with Mr. Levinge, it will be perhaps advisable to stop the Shevagunga and Tondy road and commence the other.

9. Estimates shall be prepared for making all the lines named by Government; but I beg to point out that in the allotment this enormous amount of work is thrown upon a single Supervisor who has the general charge of the Zemindaries.

No. 333.

ORDER THEREON, 16th January 1864, No. 164.

Recorded with reference to G. O. No. 53, dated 7th January 1864.

(True Extract.)

(Signed) CHARLES, A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 8th Division,

Exd. T. Dunn.

313

N^o 1600 Sup^d Engineer's Office & Division
Shovannamoochy 5 January 1864

From,

Captain F. J. Moberly R. E.

To, Superintending Engineer & Division.

Colonel W. A. Orr R. E.

Secretary to Government D. P. W.

Sir,

Public.

1. Referring to Government Order N^o 2808 of the 23^d ultimo, I have the honor to observe that Mr. Sevinge has in his letter N^o 263 to the Secretary Revenue Board unfairly thrown on me the responsibility of selecting Soudy as the terminus of a salt road.

2. He asserts truly that I am new to the District, and I am therefore at a loss to understand how I have opposed the views of his and my predecessors who must have laid out the road to Soudy some years ago, and approved the Estimates framed by Captain Ryerson in June, Sept: & Nov: 1861 for their improvement. There is also a maintenance grant for this road.

3. My only reason for selecting this road first was that it had been already begun by Mr. Sevinge's and my predecessors, and that I considered it sound policy to complete one road before I began another. in this I am supported I believe by the opinion of Government - further I beg to observe that I have but forwarded the opinion of my predecessor in office who considered the construction of the direct road via Rannad as impossible except at an enormous cost.

4. In para 9 of his letter Mr. Sevinge acknowledges that Soudy is the second of his ports. I conclude therefore that I am not far wrong in supposing that there were good grounds for

for the original selection of Soudy in preference to Battanam a few miles distant.

5. I am not aware that I ever proposed to give up the line by Battanam to Diindigul. I said that if it were worth making as a salt line, it would be better economy to take it from Tripattur to the Soudy road at Terruvampett so as to avoid the heavy cost of 2 roads near one another across the cotton and soil near the coast.

6. I should not for one moment have hesitated on the subject had the road been already made, as the Revenue Board in the 3^d para of their endorsement appear to believe; when they urge the repair & maintenance of the road.

7. The road is not in existence and will cost on an average Rupees 2000 per mile to construct. The Government are I believe not aware of this; and I beg their reconsideration of the subject with this further information that probably Rupees 180000 will be needed before there is any thing that I can be fairly called on to repair and maintain. and that this expenditure will only be made about the time that the great Southern of India railway will be open.

8. This argument does not apply to the road from Ramanur to Masura which is a main line independent of the salt traffic; but Rupees 200000 will be required for its construction, if the Government agree with Mr. Sewage it will be perhaps advisable to stop the Shevaguanga and Soudy road and commence the other.

9. Estimates shall be prepared for making all the lines named by Government, but I beg to point out that in the allotment this enormous amount of work is thrown upon a single Supervisor, who has the general charge of the Zemindaries.

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5. B

H. Jacoby

Captain R.E.

Superintending Engineer S^d Division

Supg Engineer's Office S^d Div

Shovana Seroochy

Colonel C. A. Orr R.E.

Secretary to Government D.P.W.

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Recorded with reference
to G. R. No. 53. dated 1st January 1864

Chenault &
167 Juncos St

Wm. L. Hughes & Division

Sept. 18th San H.

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